

COPY

MONO COUNTY

FINAL

REVISED CIRCULATION ELEMENT

November 1981

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Robert W. Sandy, Director Mono County Planning Department
P.O. Box 8, Bridgeport, California 93517



81-206

RESOLUTION NO. _____

BOARD OF SUPERVISORS, COUNTY OF MONO

A RESOLUTION OF THE MONO COUNTY BOARD OF SUPERVISORS ADOPTING A REVISED CIRCULATION ELEMENT AND ENVIRONMENTAL IMPACT REPORT TO THE GENERAL PLAN AND FINDINGS THAT SAID ACTION WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

WHEREAS, the State of California mandates that all counties and cities shall prepare and adopt a Circulation Element which meets the requirements of California Government Code,

WHEREAS, Mono County in compliance with the General Plan extension granted by the State Office of Planning and Research has caused to be prepared documents entitled "Mono County Revised Circulation Element" and Environmental Impact Report, and

WHEREAS, the Mono County Planning Commission did on October 22, 1981 adopt the Revised Circulation Element and Environmental Impact Report as amended for transmittal to the Board of Supervisors with a recommendation for adoption, and found that the preparation and subsequent adoption will not have a significant impact on the environment, and

WHEREAS, the Board of Supervisors of the County of Mono did on the 17th day of November 1981, hold noticed and advertised public hearings to hear all testimony relevant to said plan,

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Mono does hereby certify that the Environmental Impact Report for the Revised Circulation Element, including all comments and responses was prepared in compliance with the California Environmental Quality Act,

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Board of Supervisors of the County of Mono does hereby approve and adopt the Revised Circulation Element and Environmental Impact Report as amended and determines that preparation and subsequent adoption thereof will not have a significant impact on the environment.

PASSED AND ADOPTED this 17th day of November 1981, by the following vote of said Board:

1 Resolution #81- 206

2

3 AVFS: Supervisors Jencks, Johnson, Stanford

4 NOES: Supervisor Maner

5 ABSTAIN: None

6 ABSENT: Supervisor Reid

7

8 ATTEST: Marjorie E. Peigne
Clerk to the Board

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10 BY: Colleen Stone
Colleen Stone
Deputy Board Clerk

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Robert Stanford

Robert Stanford, Chairman
Mono County Board of Supervisors

Approved As To Form:

Neil B. Van Vinkle

Neil B. Van Vinkle
County Counsel/Admin. Asst.

Dated: November 17, 1981

RESOLUTION 81-26

1 A RESOLUTION OF THE MONO COUNTY PLANNING COMMISSION
2 ADOPTING FOR TRANSMITTAL TO THE BOARD OF SUPERVISORS
3 A REVISED CIRCULATION ELEMENT AND ENVIRONMENTAL IMPACT
4 REPORT TO THE GENERAL PLAN AND FINDINGS THAT SAID
5 ACTION WILL NOT HAVE A SIGNIFICANT EFFECT ON THE
6 ENVIRONMENT.

7 WHEREAS, the State of California mandates that all counties and
8 cities shall prepare and adopt a Circulation Element,

9 WHEREAS, Mono County in compliance with the General Plan extension
10 granted by the State Office of Planning and Research has caused to be
11 prepared documents entitled "Mono County Revised Circulation Element" and
12 Environmental Impact Report, and

13 WHEREAS, the Planning Commission of the County of Mono did on the
14 22nd day of October 1981, hold noticed and advertised public hearings
15 to hear all testimony relevant to said plan,

16 NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the
17 County of Mono does hereby approve and adopt the Revised Circulation
18 Element and Environmental Impact Report as amended.

19 NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission
20 of the County of Mono finds and determines that preparation and subsequent
21 adoption thereof will not have a significant impact on the environment.


22 PASSED AND ADOPTED this 22nd day of October 1981 for transmittal
23 to the Board of Supervisors with a recommendation for adoption and
24 findings that the preparation and subsequent adoption will not have a
25 significant impact on the environment.

26 AYES: Chairperson Behnke, Commissioners Fraser and Lemon
27 NOES: None
28 ABSTAIN: None
29 ABSENT: Commissioner Good, Vacancy District #4

Doris Behnke
Doris Behnke, Chairperson
Mono County Planning Commission

30 ATTEST: *Robert W. Sandv* Approved As To Form:
31 Robert W. Sandv
32 Executive Secretary

Bret H. Reed
Bret H. Reed, Jr.
Deputy County Counsel



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FIGURES

Figure I	Mono County Pipelines and Transmission Lines
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Section I

INTRODUCTION

The Mono County Circulation Element was originally adopted in 1968. This Element is being revised, as part of the completion and update of the County General Plan. A recent State Office of Planning and Research determination (see Appendix A) found that "Non-Urbanized Regional Transportation Planning Agencies," such as Mono County, can adopt their Regional Transportation Plan (R.T.P.) as the Circulation Element of their General Plan, provided that a discussion of pipelines and transmission lines is either included in other elements of the general plan or prepared and adopted as an addendum. In conformance with this determination, Mono County has prepared an addendum to the Mono County R.T.P. addressing transmission lines and pipelines (see Section II) and intends to adopt the Mono County R.T.P. - Update, 1980 (see Appendix B), in addition to the addendum, as the Revised Mono County Circulation Element. Should the R.T.P. be updated, the revised version shall be incorporated as the R.T.P. portion of the Revised Mono County Circulation Element.

SECTION II

ADDENDUM TO THE MONO COUNTY REGIONAL TRANSPORTATION PLAN (.R.T.P.) ADDRESSING PIPELINES AND TRANSMISSION LINES

Mono County is traversed by the Los Angeles Department of Water and Power (L.A.D.W.P.) aqueduct system, as well as Southern California Edison (S.C.E.) and Sierra Pacific Power Company power lines (see Figure I). Presently there are no petroleum or natural gas pipelines in Mono County. The L.A.D.W.P. aqueduct system begins southwest of Lee Vining and runs southward through the Grant Lake Conduit and eastward through the Mono Craters Tunnel which empties into the Owens River. runs through the Crowley Lake Reservoir and into the Owens Gorge Tunnels, located at the southern County boundary. The bulk of the major electrical energy transmission lines (115 K.V.) in Mono County run parallel to U.S. Highway 395. An exception is a joint S.C.E.-L.A.D.W.P. line, which traverses the southeastern corner of the County, and a S.C.E. line which runs east of Casa Diablo and then parallels the joint S.C.E. - L.A.D.W.P. line to the Inyo County boundary. Sierra Pacific Power and S.C.E. also have 55 K.V. lines in the vicinity of the Mono Valley. Although there are no transmission lines traversing northern Mono County, there are S.C.E., as well as Sierra Pacific Power distribution lines (12.5 K.V.) which run through this portion of the County.

As discussed in the Mono County Scenic Highways Element, whenever feasible new and existing utility lines within a County Adopted Scenic Highway corridor are to be placed underground. Furthermore, any overhead utility lines that are proposed within a scenic highway corridor are to be located in the least conspicuous manner possible (e.g. bottoms of lower slopes). Existing utility corridors and common poles are to be utilized whenever possible.

It shall also be county policy that, whenever feasible, new and existing utility lines within a hazard prone zone as designated by the Mono County Safety and Seismic Safety Elements are to be placed underground or be otherwise designed to remain functional in the event of the occurrence of a public safety hazard (e.g. flood, fire, avalanche, landslide, earthquake).

SECTION III

APPENDICES

- A. State Office of Planning and Research Memo RE: Using R.T.P.s as the Circulation Element of a General Plan
- B. Mono County R.T.P. - Update 1980



EDMUND G. BROWN JR.
GOVERNOR

APPENDIX A State of California

GOVERNOR'S OFFICE
OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814
(916) 445-1114

DATE	BY	INITIALS
	P & B	
	Misc.	
	Adm.	
	Const.	
	TEP	
	R/W	
	Proj. Dev.	
	Accig	
	Adm. Svcs.	
	Saf. & Cl.	
	Emp. Svc.	
	Traffic	
	Loc. Asst.	
	S & S	
	Lob	
	EDP	
	Sur	

January 8, 1981

TO: NON-URBANIZED REGIONAL TRANSPORTATION PLANNING AGENCIES
FROM: DENNIS CASTRILLO
LOCAL GOVERNMENT UNIT
RE: USING REGIONAL TRANSPORTATION PLANS AS THE CIRCULATION
ELEMENT OF A GENERAL PLAN

INTRODUCTION

Planning is costly. In these days of limited governmental revenue, many local governments have been forced to allocate many of their planning dollars to current rather than advance planning. Planning is also a serious business. Every year numerous lawsuits are filed over the legal adequacy of general plans. Caught in this dilemma, it's important that planning agencies squeeze the most out of every planning dollar.

Recently, Glenn County suggested that counties should be able to adopt their Regional Transportation Plans (RTPs) as the circulation element of their general plans. The County maintained that the requirements for both documents were nearly identical and that it was costly to prepare two separate documents that have essentially the same purpose. We've examined the statutes and guidelines for both documents, and we'd like to share our findings and offer advice on this matter.

LEGAL REQUIREMENTS

The legal requirements for the circulation element can be found in Government Code Sections 65300 et seq. Legal requirements for RTPs can be found in Section 65080 et seq. We've selected excerpts from these sections to demonstrate their similarity.

Government Code Section 65302(b) requires the adoption of a circulation element consisting of "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlating with the land use element of the plan."

Government Code Section 65081(a) requires each transportation planning agency to "prepare a regional transportation plan and a regional transportation improvement program directed at the achievement of a coordinated and balanced regional transportation system, including but not limited to, mass transportation, highway, railroad, maritime, and aviation facilities and services."

DO THE CIRCULATION ELEMENT GUIDELINES AND REGIONAL TRANSPORTATION PLAN GUIDELINES MATCH UP?

It's important that the guidelines match up since courts often use them to determine the adequacy of planning documents.

Our review shows that the RTP Guidelines, adopted by the California Transportation Commission, and the General Plan Guidelines for the circulation element, prepared by OPR, differ slightly. The difference is that the General Plan Guidelines recommends local agencies to include a discussion of pipelines and transmission lines. Other than this minor difference, both guidelines are very similar. Briefly both guidelines share the following similarities:

- Clear statements of goals and policies;
- Descriptions of the programs and actions necessary to implement the plan;
- Regular updates; and,
- Consistency with regional plans.

Chart A shows the other relationships circulation element requirements and the RTP Guidelines share.

BECAUSE OF SIMILARITY OF THESE DOCUMENTS, CAN A REGIONAL TRANSPORTATION PLAN BE USED AS A CIRCULATION ELEMENT?

Since both documents are so similar, we believe that the 31 counties designated as "Non-Urbanized Regional Transportation Planning Agencies" can adopt their RTP as the circulation element of their general plan, provided that a discussion of pipelines and transmission lines is included in other elements of the general plan. Another way is to prepare and adopt an addendum that includes this discussion.

WHAT'S A "NON-URBANIZED REGIONAL TRANSPORTATION PLANNING AGENCY?"

A non-urbanized regional transportation agency is a county that does not contain a Standard Metropolitan Statistical Area (SMSA) within its boundaries. Of course, counties whose status changes from a non-urbanized regional transportation planning agency to a metropolitan planning agency because of the 1981 Census should continue to prepare and adopt a separate circulation element. A list of the 31 non-urbanized regional transportation agencies is shown as Chart B.

WHY CAN'T CITIES OR COUNTIES DESIGNATED AS "METROPOLITAN PLANNING AGENCIES" DO THE SAME?

Urban transportation plans prepared on a regional basis, especially multi-county areas, may not provide the level of detail or include enough information to make land use decisions. This same reasoning also applies to cities in non-urbanized areas. RTPs were designed to promote effective regional transportation planning and were not designed to provide the level of guidance needed to make planning decisions on a neighborhood or citywide basis. However, cities and metropolitan counties should use the information contained in the RTP, perhaps even adopt them by reference as part of their own circulation element.

HOW DOES A "NON-URBANIZED COUNTY" ADOPT ITS REGIONAL TRANSPORTATION PLAN AS ITS CIRCULATION ELEMENT?

A county should first examine its RTP and make sure it satisfies both state law and its own planning needs. OPR will soon release a document that will help local governments evaluate the adequacy of their general plans. We call it PLATO -- Planning Law Analysis and Test Organizer. By using PLATO, you can determine if your RTP meets state planning law. Only an objective review of your RTP can determine if it meets individual planning needs. If a county believes the RTP does not meet State requirements or their own needs, it should prepare an addendum that incorporates the changes it feels are necessary. Counties that anticipate preparing an RTP to use as their circulation element should examine the infrastructure issues contained in Chapter VI of the 1980 General Plan Guidelines and incorporate the relevant issues in their RTPs. Once a document is prepared that is satisfactory to the county, the same steps for adopting a circulation element apply. If the RTP and circulation element are being adopted concurrently, the county should let the State Clearinghouse know this when it sends in the RTP for state review.

CAN A CIRCULATION ELEMENT BE USED AS A REGIONAL TRANSPORTATION PLAN?

No, a financial element and an EIR are required components of RTPs. Because of the "extra" requirements an RTP must contain, it's highly unlikely that a circulation element could qualify as a RTP. While it's possible to adopt your RTP as your circulation element, the reverse is not true in this instance.

CEQA COMPLIANCE

Another benefit of using your RTP as the circulation element is that an EIR is always prepared to assess the plan's impact. As long as the RTP is not substantially altered or expanded prior to its adoption as a circulation element, the same EIR can be used.

WHOM CAN YOU CALL FOR ADDITIONAL INFORMATION?

If you have any additional questions, please feel free to call Dennis Castrillo of OPR at (916) 445-1114 or Garland Hagen of Cal Trans at (916) 445-8090.

DC:ky

Attachments

C H A R T A

CIRCULATION ELEMENT
AND
REGIONAL TRANSPORTATION PLAN REQUIREMENTS

CIRCULATION ELEMENTS	REGIONAL TRANSPORTATION PLANS
1. Must be comprehensive and long-term.	1. Must include pragmatic short- and long-range objectives and policies and must be supportive of and/or complimentary to state and regional comprehensive planning.
2. Must cover all territory within the jurisdiction and any lands outside which relate to its planning in the opinion of the planning agency.	2. Each transportation planning agency must prepare a regional transportation plan for the area within its jurisdiction (see Section 65085.5, Streets and Highway Code).
3. Must address all relevant issues specified in Government Code Section 65302 and any issues specified by other applicable state laws. Section 65302(b) says "A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities all correlated with the land use element of the plan."	3. The Action Element of the RTP Guidelines requires a section for each of the following components detailing priorities and the assignment of implementing responsibility: <ul style="list-style-type: none"> • Highway Section • Mass Transportation Section • Aviation Section • Railroad, Maritime, Bicycle, and Other Sections.
4. Should present data and analysis, policy, and implementation for each issue.	4. Requires an analysis of inventory data to forecast future population density and characteristics, land use development, and centers of economic and social activity. The Action Element of the RTP is required to describe "programs and actions necessary to carry out policies identified in the Policy Element."
5. Guidelines call for consistency with regional plans.	5. The RTP Guidelines recognize that one of the specific purposes for transportation planning in rural areas is to "develop the circulation element of county and city general plans and coordinate transportation with other elements of the General Plan." The Guidelines also require the RTPs to be supportive of and/or complimentary to state and regional comprehensive planning.
6. May be prepared in the format that best suits the need of the jurisdiction.	6. Each RTP must contain a Policy Element, an Action Element, a Financial Element, and an Environmental Impact Report. The Guidelines, however, only provide the general requirements and direction. The planning process to be followed is detailed in the approved RTP agency work program.
7. Requires extensive citizen participation in preparing element.	7. Requires extensive citizen participation in formulating plans.

C H A R T B

NON-URBANIZED REGIONAL TRANSPORTATION PLANNING AGENCIES

County

Alpine

Amador

Butte

Calaveras

Colusa

Del Norte

El Dorado

Glenn

Humboldt

Inyo

Kings

Lake

Lassen

Madera

Mariposa

County

Mendocino

Merced

Modoc

Mono

Nevada

Placer

Plumas

San Benito

San Luis Obispo

Shasta

Sierra

Siskiyou

Tehama

Trinity

Tulare

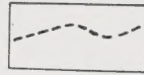
Tuolumne

REVISED CIRCULATION ELEMENT

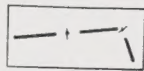
MONO COUNTY GENERAL PLAN

Fig. 1 Pipelines and Transmission Lines in Mono County

LEGEND:



Pipelines



Transmission Lines



US HIGHWAYS



STATE HIGHWAYS



COUNTY HIGHWAYS



STATE BOUNDARY



COUNTY BOUNDARY



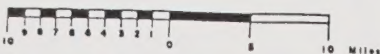
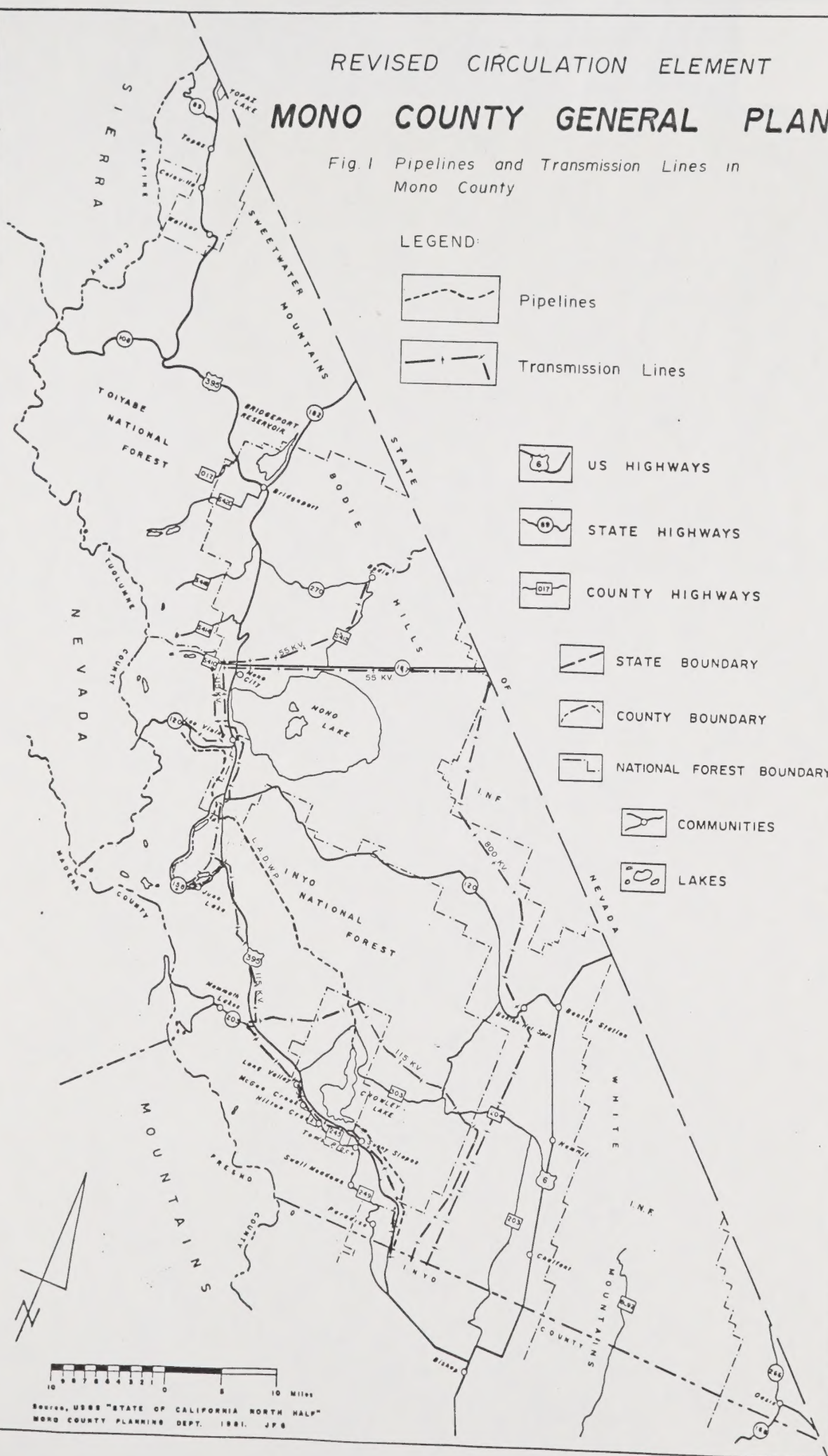
NATIONAL FOREST BOUNDARY



COMMUNITIES



LAKES



Source, USGS "STATE OF CALIFORNIA NORTH HALF"
MONO COUNTY PLANNING DEPT. 1981. JPS



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